

COUNTRY Germany (Soviet Zone)

REPORT NO

TOPIC Werneuchen Airfield

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EVALUATION see below

PLACE OBTAINED

25X1A

DATE OF CONTENT 22 May to 1 June 1951

DATE OBTAINED

DATE PREPARED

27 June 1951

REFERENCES

25X1A

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

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1. On 29 May 1951, extensive construction work was being done at Werneuchen airfield. A runway with an estimated width of 90 meters was staked off. The last stake in the northeastern corner of the field bore the inscription 2,500 meters. Fifty-nine lamp poles, about 7 meters high and 40 meters apart extended along the northern side of the runway. * The staked-off runway bed was excavated to a depth of about 30 cm except for a strip in the middle which was about 400 meters long. A concreted ditch, about 30 cm wide and 70 cm deep, was laid along the northern side of the runway. An apron, about 25 to 30 meters x 250 meters, at the western end of the runway, was covered with concrete slabs, each about 20 cm x 2 to 3 meters. Cementing was started on another apron not far from the eastern end of the runway. About 250 laborers working in one shift were observed at the airfield. Five steam locomotives, one Diesel locomotive and three large mixing machines were seen there. Cement and lumber were stored near three temporary buildings on the northern edge of the field. A signboard with the inscription Bauunion Brandenburg Volkseigener Betrieb (Nationalized plant) (VEB), Potsdam was posted there.
2. The barracks installation southwest of the field was occupied by laborers employed at the field. Two open hangars were empty. ** A sentry with black-bordered blue epaulets was posted at the barracks installations on the southern edge of the field. No other Soviet soldiers were seen in the barracks installations.
3. From 22 to 25 May, four single-engine fighters circled daily over the airfield at an altitude of about 1,000 to 2,000 meters. The planes did not land at the field.
4. The soldiers were black-bordered blue epaulets. On 24 and 25 May, soldiers did maintenance work on the planes parked in and in front of the hangars. The field was occupied by 60 soldiers and a penal unit of about 500 Soviet soldiers who were quartered behind a barbed wire fence.

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5. The following German-made construction machines, and equipment, were used at the field; 3 mixing machines, 2 of which had a capacity of 2 cubic meters and the third one cubic meter; 1 power shovel with a capacity of one cubic meter; 1 steam powered shovel with a capacity of 0.5 cubic meters; 2 grab dredges, each with a capacity of 0.5 cubic meter; 2 conveyer belts; 12 steam locomotives; 250 dumpcars; 12 km of rails; and 2 rollers of two tons each.
6. The work force at the field was increased by 300 laborers from Anklam, Eberswalde, Wriezen and Freienwalde. Thus, a total of 2,000 workers were employed at the field. Work, however, proceeded slowly because of a shortage of rails, iron, and timber. Discipline of the laborers was deteriorating so that about five to ten laborers were dismissed daily.
7. A concrete area of 6,460 square meters was completed by 25 May. After completion source estimated the drainage system would be about 5,360 meters long.
8. Major Streltsov, (fnu), of the Werder construction office, was in charge of the construction project. He signed all plans drawn up by German employees. Willi Hohne from Brandenburg-Mavel was the German construction superintendent at the field.
9. On 1 June, 1,860 laborers were employed at the field, and 17,600 square meters of the runway were concreted.

25X1A * [] Comment. Other sources reported that the runway under construction had a length of 2,400 meters. Work is apparently being done at night. Another source reported that the target date for completion was set on

25X1A 1 September 1951. []

25X1A ** [] Comment. This contradicts a previous report which stated that 32 twin-engine planes were parked in three hangars. []

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